Rocky Ridge

Area Structure Plan and Supporting Information

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PREFACE

BACKGROUND TO THE AREA STRUCTURE PLAN

Most of the Rocky Ridge area was annexed to the City of Calgary from the M.D. of Rocky View on 1989 July 01, as part of a comprehensive annexation. The northeastern corner of the area (E 1/2 21-25-2W5M) was annexed in 1982, in conjunction with two sections to the north, for the proposed Calgary Research and Development Park.

The area has been heavily subdivided for both country residential and minor agricultural uses. Parcel sizes range from 0.2 hectares (0.5 acres) along Eamon Road, to approximately 1.6 hectares (4 acres) and 8 hectares (20 acres) in the NE 1/4 20-25-2W5M. There are a variety of parcel sizes throughout most of the east half of the planning area, with 8 hectares (20 acres) being the minimum. The NW 1/4 21-25-2W5M is unsubdivided. Triple Five Corporation Ltd. is the largest landowner in Rocky Ridge, with 172 hectares (425 acres) located in Section 20-25-2W5M.

In June 1990 the IBI Group, planning consultant to Triple Five, submitted a development concept plan for Rocky Ridge to the City's Planning & Building Department. This concept plan was circulated to various City departments, public agencies and landowners in Rocky Ridge for review and comment. As a result of the concerns and interests expressed by other landowners, a Community Planning Advisory Committee (C.P.A.C.) was established in April, 1991. It was at this point that preparation of the Rocky Ridge Area Structure Plan formally began. The C.P.A.C. was made up of a cross-section of landowners from Rocky Ridge, and played an important role in the preparation of this plan.

THE ROLE OF THE AREA STRUCTURE PLAN

Area structure plans are adopted by City Council to provide a framework for more detailed subdivision plans for new communities.

This document is comprised of two parts. The white pages constitute the area structure plan, which comes into effect only after the adopting by-law has been given third reading by City Council following a public hearing. It is prepared and adopted in accordance with Section 64 of the **Planning Act**, and conforms with the **Calgary General Municipal Plan**. All subsequent plans of subdivision and land use redesignations must conform to the area structure plan policies. The second part of this document (the blue pages) provides supporting information, and is not included within the by-law by which the area structure plan is adopted. Any changes to information contained in the blue pages will not require an amendment to the area structure plan.

The municipal public facilities and improvements proposed or recommended in this plan (e.g., regional pathways, community recreational facilities) are subject to the City's capital budget priorities and approval process.

AREA STRUCTURE PLAN

ROCKY RIDGE AREA STRUCTURE PLAN

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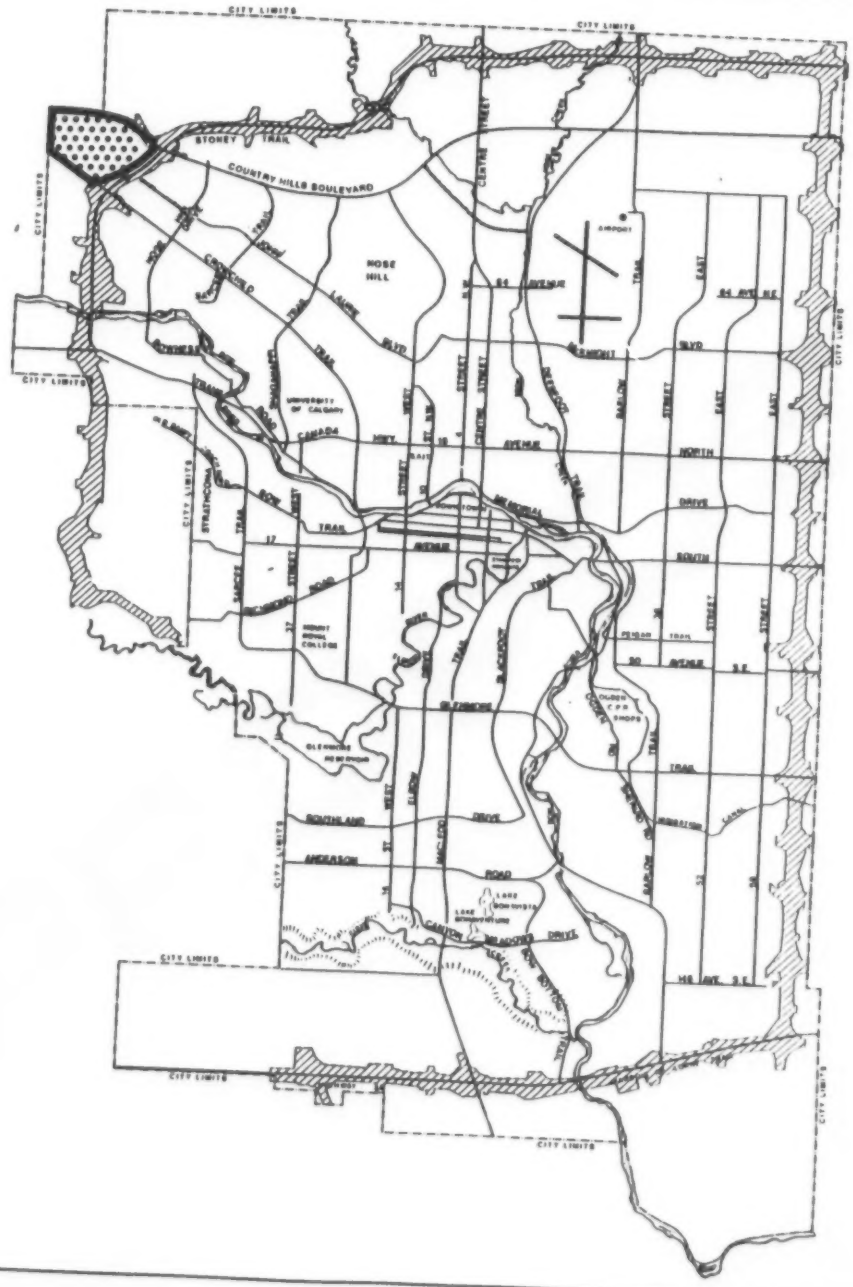
1.0 PLANNING AREA (MAP 1)

Rocky Ridge is located in the northwest corner of the city to the west of the Province's Transportation/Utility Corridor, which includes the right-of-way for the future Stoney Trail, and to the north of Crowchild Trail (Highway 1A). Its western boundary and the west half of its northern boundary are the current city limits as of 1989 July 01.

This plan covers a total area of 549 hectares (1,356 acres), and encompasses portions of Sections 16, 17, 20, 21 and 22-25-2W5M.



ROCKY RIDGE

MAP 1

LOCATION

LEGEND

PLANNING AREA

TRANSPORTATION/ UTILITY CORRIDOR

DATE

JULY 1992

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 3.0 6.0 km
0 2.0 4.0 mile

2.0 PLANNING CONCEPT (MAP 2)

The ultimate plan for Rocky Ridge is for two residential communities which together could house a population in the range of approximately 16,000 to 24,000 people. Although single family housing is expected to predominate, the plan also allows for multi-family housing in the vicinity of a possible future LRT station.

To serve the needs of future residents, the plan includes four joint use sites to accommodate both public and separate schools, two community centres and related community recreation facilities. The plan also establishes approximate alignments for regional pathways, linking Rocky Ridge to the developing community of Arbour Lake to the southeast, and tying in with the planned community of West Scenic Acres to the south, and the proposed Calgary Research and Development Park to the north. A sector shopping centre is proposed in the northeastern corner of the area, to be accessed from both Rocky Ridge Road (101 Street N.W.) and Country Hills Boulevard.

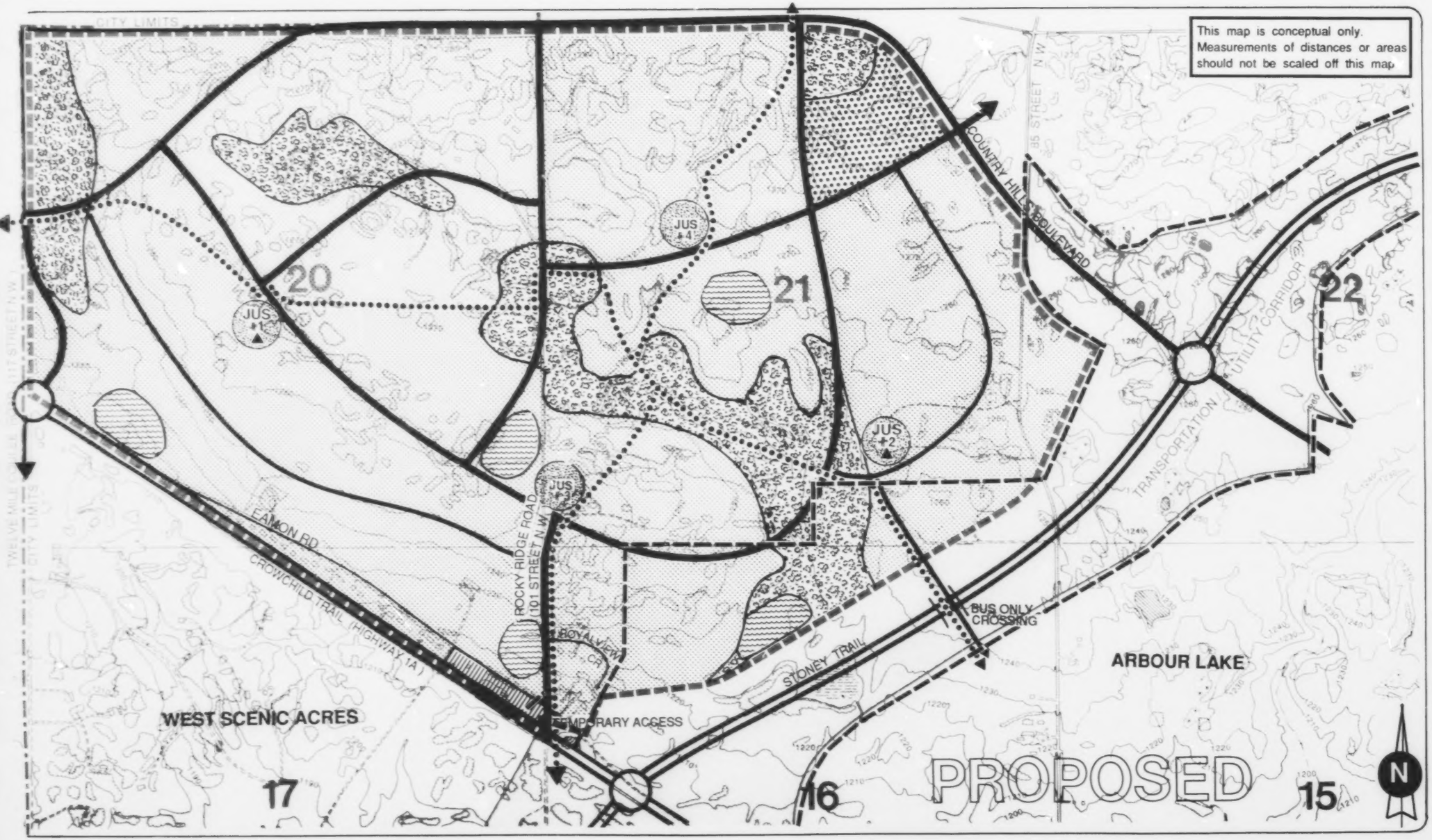
Ultimately, access to Rocky Ridge will be from Twelve Mile Coulee Road (117 Street N.W.) and from Country Hills Boulevard. In the interim, access into the area from Crowchild Trail via Rocky Ridge Road will be maintained until such time as a grade-separated interchange is constructed at the intersection of Crowchild Trail and the future Stoney Trail, or until the Transportation Department deems the intersection to be unsafe. However, closure of this access will be dependent upon the availability of alternative access from Twelve Mile Coulee Road and/or Country Hills Boulevard. Prior to the grade-separated interchange being built, an at-grade intersection at Crowchild Trail and the future Stoney Trail will be constructed. Construction of this at-grade intersection would not necessitate the closure of the access at Crowchild Trail and Rocky Ridge Road.

The plan also makes provision for a bus-only connection, via a crossing of the future Stoney Trail, from Arbour Lake into Rocky Ridge. A future LRT station, if required, could be located in the median of Crowchild Trail near Rocky Ridge Road, with park'n'ride facilities to the north within Rocky Ridge as well as to the south within West Scenic Acres.

ROCKY RIDGE — MAP 2

LAND USE AND TRANSPORTATION

This map is conceptual only. Measurements of distances or areas should not be scaled off this map.



LEGEND

- RESIDENTIAL AND RELATED USES
- SECTOR SHOPPING CENTRE
- JUS — JOINT USE SITE
- ▲ COMMUNITY CENTRE
- REGIONAL PATHWAY
- ENVIRONMENTALLY SENSITIVE LAND
- STORMWATER DETENTION FACILITIES
- FREEWAY / EXPRESSWAY
- MAJOR ROAD
- PRIMARY COLLECTOR/ COLLECTOR ROAD
- GRADE-SEPARATED INTERCHANGE
- POSSIBLE FUTURE LRT PARK 'N RIDE
- POSSIBLE FUTURE LRT STATION
- RDA BOUNDARY
- PLANNING AREA BOUNDARY

DATE: JULY 1992

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 APPROXIMATE SCALE 400 m

The primary objective of this plan is to accommodate future demand for urban housing. The plan provides a context for landowners who wish to develop their lands. At the same time, however, landowners preferring to maintain existing country residential acreages may continue to do so, and the plan makes provision for an appropriate interface between existing country residential acreages and future urban density residential development. Although it is appropriate to present the ultimate planning concept for the Rocky Ridge area in this plan, the phasing of development (see Section 3.8) illustrates how urban development can proceed in some parts of the area without compromising the existing pattern of acreage subdivision in other parts.

3.0 PLANNING POLICIES

In this plan the term "Residential and Related Uses", as shown in Map 2, means:

- Single detached, semi-detached, duplex and multi-family dwellings; and
- Such related uses as local commercial areas, neighbourhood shopping centres, churches, child care facilities, police and fire stations, libraries and neighbourhood parks.

The locations and sizes of sites for these uses shall be determined at the outline plan stage, subject to the following policies.

3.1 General

(a) The name "Rocky Ridge" has been applied for purposes of this area structure plan. At the discretion of developers and area residents, different community names for this area may be proposed, subject to City Council approval.

(b) The ultimate land use pattern and road network shall be generally as shown in Map 2, and this plan shall serve as the basis for outline plan and land use redesignation applications and approvals.

3.2 Residential

(a) Average residential density throughout Rocky Ridge shall ultimately be in the range of 9.9 to 14.8 units per gross residential hectare (4.0 to 6.0 units per acre). However, consideration should be given to approval of individual development proposals at densities either above or below the limits of this range, where considered to be appropriate by the Approving Authority.

(b) The predominant form of housing in Rocky Ridge is expected to be single family. However, in order to achieve a mix of housing types throughout the area, multi-family housing should be encouraged in appropriate locations such as in proximity to the possible future LRT station. Other suitable sites for multi-family developments shall be determined with regard to the Multiple Residential Development Location Guidelines (Table 3.3.3) in the **Calgary General Municipal Plan**.

(c) Notwithstanding the above, as and when the NE 1/4 of Section 20-25-2W5M develops, the existing pattern of subdivision and the natural amenities (e.g., views, topography) will likely dictate estate development, at densities around 7.4 to 9.9 units per hectare (3.0 to 4.0 units per acre). In order to provide an appropriate interface with both the existing country residential and potential future estate development in this quarter section, estate development should also be encouraged on the lands immediately to the west. Also, in the event that the proposed alignment for the portion of the regional pathway running along the southern boundary of the NE 1/4 of Section 20-25-2W5M is revised, estate development should also be encouraged along the southern periphery of the quarter section.

(d) Prior to initial outline plan approval within that portion of the planning area situated west of Rocky Ridge Road, excluding the NE 1/4 of Section 20-25-2W5M and the lots along the south side of Eamon Road, a concept plan shall be submitted to the Approving Authority which demonstrates the developer's intended treatment of the sensitive interface between the NE 1/4 of Section 20-25-2W5M and urban density residential development within the subject area.

(e) Notwithstanding that Map 2 presents an ultimate plan for urban density development throughout the Rocky Ridge area, the existing country residential acreages located in the following areas shall be allowed to remain in their present status until such time as the property owners express a desire to redevelop at urban densities:

- NE 1/4 of Section 20-25-2W5M;
- along Eamon Road and along Royalview Crescent; and
- the parcels bordering the east side of Rocky Ridge Road and the west side of 85 Street N.W.

Furthermore, these property owners shall have roadway access maintained throughout the various stages of development, and the developer(s) shall demonstrate at the outline plan stage how this will be accomplished.

(f) At such time as landowners in Rocky Ridge decide to develop their lands at urban densities, comprehensive plans will be preferable to individual applications to develop single parcels. Comprehensive planning involves co-operation among different landowners whose properties form a logical planning and servicing cell for subdivision and development purposes. The following mechanisms, available to facilitate comprehensive planning, should be encouraged:

(i) Replotting Schemes - a redistribution of land ownership and road rights-of-way to allow for a more efficient utilization of land. Replotting schemes are provided for by the **Planning Act**, Sections 123 to 138.

(ii) Comprehensive Applications - where two or more landowners voluntarily agree to subdivide an area of land under a common application.

(g) Nothwithstanding the above, applications for subdivision, land use redesignation, or development permits for individual properties will be processed by the City Administration, and will be evaluated in terms of both this area structure plan and short term impacts on neighbouring properties. Therefore, individual applications should include a concept plan for adjacent properties, demonstrating how the application can be compatibly integrated. Furthermore, consultation with adjacent landowners should be encouraged prior to submission of an application.

(h) In the event that individual landowners in the NE 1/4 of Section 20-25-2W5M apply for subdivision or land use redesignation, in order to minimize impacts on the other landowners in that quarter section, estate development should be encouraged

(i) Landowners adjacent to Crowchild Trail, the future Stoney Trail, and any major roads shall be responsible for providing noise attenuation for new residential units adjacent to these roads, in accordance with the requirements of the **City of Calgary's Policy on Surface Transportation Noise**.

3.3 Commercial

(a) Provision is made in this plan for a sector shopping centre, to be located generally as shown in Map 2.[1]

(b) Neighbourhood retail facilities will be required at various locations throughout Rocky Ridge.

(c) The specific location, size and configuration of the sector shopping centre, as well as all neighbourhood retail facilities, shall be established at the outline plan stage.

[1] General characteristics of sector shopping centres are described in Table 3.2.1 in the **Calgary General Municipal Plan**.

3.4 Open Space

The configuration of the open space system as shown in Map 2 is conceptual only, and is subject to refinement at the outline plan stage. However, the following components shall be included:

3.4.1 Joint Use Sites

(a) The plan provides for four joint use sites, to be located generally as shown in Map 2. These sites are intended to accommodate public and/or separate schools, parks and playgrounds.

(b) Joint Use Sites #1 and #2 as shown in Map 2 may be suitable locations for community centres and related community recreation facilities.

(c) Projected school site requirements, relating to each of the four joint use sites are provided in Section 9.1 of this plan. An amendment to this plan will be required in the event that any of the joint use sites are deleted or significantly relocated from what is shown in Map 2.

(d) As the planning area is already heavily subdivided, the acquisition of reserve land in a useable form may be difficult to achieve as the area develops. Therefore, money-in-lieu of reserve land will be considered at the subdivision stage.

3.4.2 Regional Pathways

(a) Provision shall be made within outline plans for regional pathways, to be located generally as shown in Map 2 subject to the following specifications:

(i) the southern leg of the north-south regional pathway should follow the east side of Rocky Ridge Road (101 Street N.W.) to the LRT park'n'ride site and bus terminal on Crowchild Trail;

(ii) pathway access shall be provided across Crowchild Trail (Highway 1A) by means of a pedestrian bridge which will ultimately form part of the possible future LRT station facilities;

(iii) where the eastern leg of the regional pathway meets the ravine east of Rocky Ridge Road, it should follow the top of the bank;

(iv) notwithstanding (iii) above, pathway connections at the base of the ravine will be permitted at locations where environmental impacts can be minimized;

(v) the north leg of the regional pathway should extend to the Calgary Research and Development Park; and

(vi) the east-west pathway shall cross Stoney Trail in conjunction with the bus-only crossing to connect with Arbour Lake.

(b) For any sections of the regional pathway system which may be located within roadway rights-of-way, the facility shall be constructed as a separate pathway, as opposed to simply designating a bikeway route. Notwithstanding this, the plan provides for a bikeway linkage where the regional pathway parallels the collector standard road tying into the crossing of the future Stoney Trail.

(c) Except as described in (a) above, specific alignments of the regional pathways, as well as any local pathways, shall be established at the outline plan stage. The design of pathways shall be integrated into subdivision designs as appropriate, and the locations and final design of all regional pathways shall be to the satisfaction of the Director of Calgary Parks & Recreation.

3.4.3 Environmentally Sensitive Land

Unlike the residential or commercial areas in Rocky Ridge, environmentally sensitive land is not a land use. Showing these lands in the context of the overall conceptual framework for the planning area serves to highlight specific natural features that may be worthy of preservation, and warrant further study at the outline plan stage.

(a) Prior to the approval of outline plans for land on or abutting the environmentally sensitive land identified in Map 2, the potential impacts of development and appropriate mitigating measures shall be addressed by the applicant, to the satisfaction of the Approving Authority.

(b) The environmentally sensitive land, generally as shown in Map 2, should be considered for preservation in its natural state, through dedication as either environmental reserve or municipal reserve, or through purchase by the City. The exact boundaries and the method of preservation shall be determined at the outline plan stage.

3.4.4 Neighbourhood Parks

Neighbourhood parks, some of which will be tot lots or linear parks, shall be provided as appropriate throughout Rocky Ridge. Locations, sizes and configurations shall be established at the outline plan stage.

3.5 Transportation

The ultimate roadway network intended to serve Rocky Ridge, together with a possible future extension of the Northwest LRT line, are shown conceptually in Map 2. Some internal roads shown in Map 2 as major standard roads may, in fact, be constructed as collector or primary collector standard roads. This will depend on the extent of development in Rocky Ridge and future development in the areas to the north and northwest, and will be determined at the outline plan stage. This map provides the basis for more detailed road and LRT station area designs to be undertaken at the outline plan stage, in accordance with the following policies:

(a) At such time as the Director of Transportation considers that the traffic impact on Crowchild Trail downstream of the planning area is excessive, this situation shall be reported to City Council through the Calgary Planning Commission. Council may then direct the Administration to proceed in accordance with one of the following three options:

(i) commit funding for the required infrastructure improvements and allow development to proceed; or

(ii) defer expenditures and allow development to proceed; or

(iii) refuse to approve any further development until such time as funding for the necessary improvements to the infrastructure has been committed.

(b) Provision shall be made in outline plans for a road connecting to a crossing of the future Stoney Trail, located approximately as shown in Map 2, to link Rocky Ridge with Arbour Lake to the east. This crossing is required for emergency service vehicles, public transit (bus) service, bicycles and pedestrians only, and will not be accessible to general vehicular traffic across the Transportation/Utility Corridor.

(c) Provision shall be made for the possible operation of public transit (bus) service on all major, primary collector and collector roads in Rocky Ridge.

(d) In accordance with City Council policy, all residences should be located within a walking distance of 450 metres from the nearest anticipated bus stop or LRT station, to be determined at the outline plan stage.

(e) Provision shall be made for a possible future LRT park'n'ride facility and bus terminal, to be located generally as shown in Map 2.

(f) Subsequent to the adoption of this area structure plan by City Council, the Planning & Building Department, in conjunction with the Transportation Department and affected landowners located both north and south of Crowchild Trail, shall undertake detailed land use planning in the vicinity of the possible future LRT park 'n' ride facility.

(g) Provision shall be made in outline plans for adequate pedestrian access to the future LRT station.

(h) Access to and from Rocky Ridge via Country Hills Boulevard will take into account the location of potential access points for future urban development of adjacent lands as per the **Transportation System By-law 29M90**.

(i) Access will be maintained from Crowchild Trail (Highway 1A) at Rocky Ridge Road until such time as a grade-separated interchange is constructed at the intersection of Crowchild Trail and Stoney Trail, or until the Transportation Department deems the intersection to be unsafe.

(j) Notwithstanding (h) above, at such time as a complete road network has been established in Rocky Ridge, the opportunity may exist to close to the intersection at Crowchild Trail and Rocky Ridge Road in order to establish permanent traffic patterns.

(k) Prior to the construction of the grade-separated interchange, an at-grade intersection at Crowchild Trail and Stoney Trail will likely be built as an interim measure. This would not necessitate the closure of the access from Crowchild Trail to Rocky Ridge Road.

3.6 Servicing and Utilities

Water mains will be extended from the east, while sanitary and storm sewer trunks will be extended from the south to service Rocky Ridge. Shallow utilities (e.g., electrical, natural gas, telephone) will be extended from either the east or south, as appropriate. Specific alignments for all utilities shall be established at the outline plan stage.

Detailed information on servicing and utilities is provided in the Supporting Information portion of this document (Section 8.0).

3.6.1 Water Supply

3.6.1.1 Municipal Water

Development in Rocky Ridge will require the extension of water mains from the west and south into the planning area. Also, development of land in the extreme northern part of Section 20-25-2W5M will require the installation of new facilities, including a pump station, to service the higher water pressure zone.

3.6.1.2 Groundwater

(a) Prior to approval of the first outline plan in Rocky Ridge, the developer shall conduct a groundwater regime and well study acceptable to the City Engineer. The study shall be prepared and certified by a qualified hydrogeologist.

(b) The hydrogeologist selected to conduct the study shall be acceptable to the City Engineer. In evaluating the qualifications of the hydrogeologist, the City Engineer will consult with Alberta Environment (Water Resources Branch).

(c) Where aspects of the study are left to the discretion of the hydrogeologist selected to conduct the study, explanation of the rationale used in making decisions shall be provided in the study.

(d) The cost of the study and the cost of implementing any recommendations of the study, including further testing, monitoring or remedial work, shall be the responsibility of the developer.

(e) The completed study shall be made available for viewing to all landowners in Rocky Ridge, as well as to the general public.

(f) The study shall be prepared in accordance with the Guidelines for the Terms of Reference in Section 4.3 of this plan. Minor revisions to these terms of reference will not require an amendment to this plan.

3.6.2 Sanitary and Storm Sewers

Rocky Ridge will be serviced by two sanitary and storm trunk systems. The majority of the area will be serviced by the extension of the 93 Street N.W. sanitary and storm trunk systems through West Scenic Acres. The eastern portion of Rocky Ridge will be serviced by extensions of the 81 Street N.W. sanitary and storm sewers through Arbour Lake.

Prior to approval of the first outline plan in each sub-catchment area, the developers shall prepare a detailed stormwater management report, to the satisfaction of the City Engineer and in accordance with Section 6.2 of the **Technical Report on Dry Ponds**.

Stormwater quality improvement may be required by Alberta Environment. Wet ponds or other water quality improvement facilities required to service Rocky Ridge will be determined at the outline plan stage.

3.6.3 Shallow Utilities

Electrical service will be provided at 25kV from the #14 substation east of Rocky Ridge.

During the first stages of development in Rocky Ridge natural gas will be provided by extending an intermediate pressure feeder main from the existing regulator station, located east of the Transportation/ Utilitiy Corridor. At such time as demand warrants, an additional regulator station may be constructed in the south central portion of the planning area.

An AGT switching centre will be located within Rocky Ridge to provide telephone service to the area.

3.7 Restricted Development Area (RDA) and Transportation/Utility Corridor (TUC)

(a) In approving outline plans for Rocky Ridge, the Calgary Planning Commission shall ensure that potentially developable lands within the RDA are appropriately considered within plans for adjacent development, and that roads and utilities can be extended to service these lands.

(b) Lands acquired by the Province which are surplus to the requirements of the TUC have been included within the Rocky Ridge planning area. These lands will eventually be disposed of and allocated to other uses. However, as long as these lands remain within the RDA, the consent of the Minister of the Environment shall be a prerequisite to subdivision approval or land use redesignation.

(c) The Calgary Planning Commission shall ensure that provision is made in outline plans for pedestrian and vehicular access to the TUC. This access is required for the installation and maintenance of utilities, and for other potential uses (e.g., recreational activities, pedestrian/ bicycle pathways, etc.).

(d) The consent of the Minister of the Environment shall be a prerequisite to locating any utility service within the TUC.

(e) Developers shall ensure that signs identifying the TUC boundary are displayed in accordance with City Council interim policy, as approved on 1991 April 22 (Clause OE91-16).

3.8 Phasing of Development (Map 3)

(a) The initial phase of development in Rocky Ridge is expected to occur west of Rocky Ridge Road (101 Street N.W.), excluding the country residential acreages along Eamon Road and in the NE 1/4 of Section 20-25-2W5M (see Map 3).

(b) Sequencing of development in the first phase can occur either from east to west with initial access off of Rocky Ridge Road, or from west to east with initial access off of Twelve Mile Coulee Road. In either case, it is expected that the NW 1/4 of Section 20-25-2W5M will develop last.

(c) It is possible that Stoney Trail will be constructed to Crowchild Trail during the first phase of development in Rocky Ridge. However, as the further extension of Stoney Trail north of Crowchild Trail is unlikely to be constructed for some time, a grade-separated interchange at this intersection will not be required until a later phase of development. Therefore, the existing intersection of Crowchild Trail at Rocky Ridge Road will likely not require closure during the first phase of development in Rocky Ridge.

(d) A population threshold will be established by the Transportation Department to determine the extent of development permissible in the first phase from both the Rocky Ridge Road and the Twelve Mile Coulee Road accesses. When this threshold is reached, the developer(s) shall be required to upgrade either the intersection at Crowchild Trail and Rocky Ridge Road, or the intersection at Crowchild Trail and Twelve Mile Coulee Road, to the satisfaction of the Director of Transportation. The developer(s) shall also be required to construct two lanes of an ultimate four lane major road along both Rocky Ridge Road and Twelve Mile Coulee Road. These improvements shall be prerequisites to the approval of further subdivision applications with direct access to either Rocky Ridge Road or Twelve Mile Coulee Road.

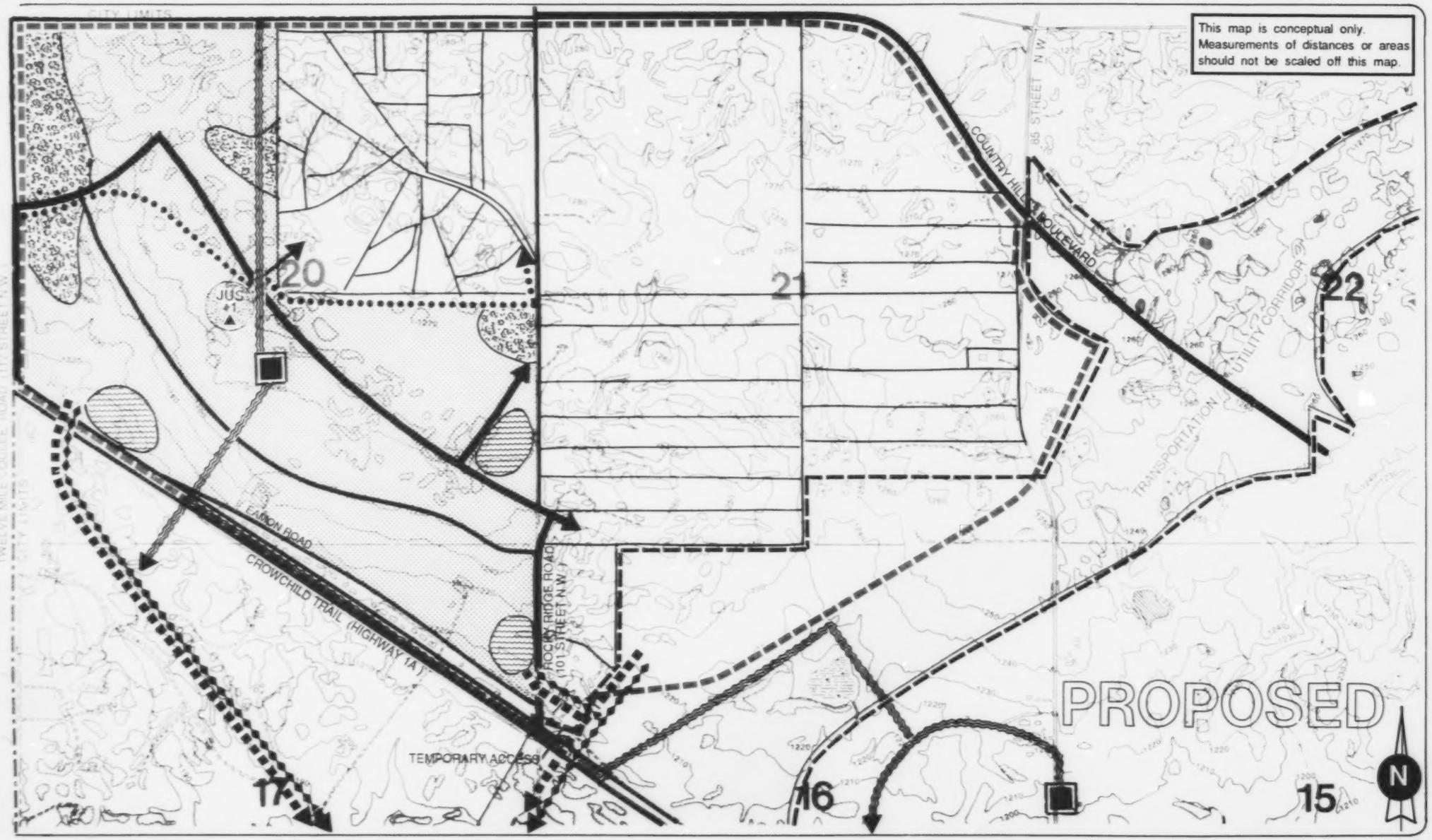
(e) Adequate access to Rocky Ridge shall be available at all times, to ensure that environmental traffic guidelines are not exceeded on any of the roads in the planning area.

(f) In order to minimize impacts of the first phase of development on existing residents, the developer(s) shall be required to route construction vehicles via Crowchild Trail and Twelve Mile Coulee Road.

(g) The developer(s) shall make provision for the east-west leg of the regional pathway, extending westerly from Rocky Ridge Road and running generally along the south boundary of the NE 1/4 of Section 20-25-2W5M to Twelve Mile Coulee Road, generally as shown in Map 3.

(h) The developer(s) shall make provision for a joint use site in the first phase of development, to be located generally as shown in Map 3.

(i) As development in the first phase extends to the NW 1/4 of Section 20-25-2W5M, a reservoir and pumping station will be required to provide water.



ROCKY RIDGE | MAP 3

INITIAL PHASE OF DEVELOPMENT

LEGEND

- RESIDENTIAL AND RELATED USES
- JUS — JOINT USE SITE
- COMMUNITY CENTRE
- REGIONAL PATHWAY
- ENVIRONMENTALLY SENSITIVE LAND
- SANITARY TRUNK
- STORM TRUNK
- STORMWATER DETENTION FACILITIES
- WATERMAIN
- WATER RESERVOIR
- FREEWAY / EXPRESSWAY
- MAJOR ROAD
- PRIMARY COLLECTOR/ COLLECTOR ROAD
- RDA BOUNDARY
- PLANNING AREA BOUNDARY

DATE: **JULY 1992**

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 APPROXIMATE SCALE 400 m

17

(j) The phasing of potential redevelopment of the existing country residential acreages in the NE 1/4 of Section 20-25-2W5M and along Eamon Road is uncertain. The existing parcels in the NE1/4 of Section 20-25-2W5M (ranging in size from 1.6 to 8.0 hectares) may be redeveloped but, due to the size of existing lots (0.2 ha.) and the pattern of subdivision along Eamon Road, redevelopment of these properties to urban density residential is unlikely.

(k) Roadway construction shall be phased so that access to and egress from all existing parcels is maintained throughout the first phase of development in Rocky Ridge. Conversely, the roadway network for the first phase of development will function with or without redevelopment of the remaining lands.

(l) The phasing of potential development east of Rocky Ridge Road is uncertain. However, due to the proximity of sanitary and storm sewer trunks and watermains, the second phase of development in Rocky Ridge will likely be either along the eastern side of Rocky Ridge Road or in the northeast corner of the planning area.

(m) As development proceeds in the northeast corner of Rocky Ridge, provision shall be made in outline plans for three access points into the area from Country Hills Boulevard, in accordance with the **Transportation System By-law 29M90**, to be located approximately as shown in Map 2.

SUPPORTING INFORMATION

SUPPORTING INFORMATION TO THE ROCKY RIDGE AREA STRUCTURE PLAN

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4.0 NATURAL FEATURES (MAP 4)

4.1 Topography and Drainage

The study area is characterized by five major landform units, with intermittent wetlands throughout, as shown in Map 4 and described below.

(a) A gently rolling upland characterizes the central portion of the planning area. Slopes generally reach a maximum of approximately 15 percent, with some localized slopes reaching 25 percent.

(b) The north and northeastern part of the planning area comprises knob and kettle terrain. This rolling, hummocky terrain is characteristic of material that has been modified by the melting of glacial ice.

(c) The land in the southern portion of the planning area slopes up to the north, away from Crowchild Trail (Highway 1A). This slope has an average gradient of approximately 25 percent, and may present constraints to road alignments or subdivision design.

(d) There are two ravines in the area; one, containing an intermittent stream, is located near the western boundary of the area, while the other, a shallower wooded ravine, extends north from the Transportation/Utility Corridor.

(e) The northern extent of the easternmost ravine represents a transition between the ravine environment and the surrounding rolling upland.

A number of sloughs, ponds and marshes are scattered throughout Rocky Ridge. These are concentrated primarily in the central and eastern portions of the area, in association with the rolling upland and knob and kettle terrain.

4.2 Soils and Geology

The surface soils are well-drained, contributing to relatively dry conditions throughout Rocky Ridge. The subsurface geology is stable, and poses no constraints to urban development.

4.3 Groundwater

Based on information gathered from Alberta Environment (Water Resources Branch), expectations from individual wells in Rocky Ridge tend to be low, with average production rates around 1-5 gallons per minute. The area has in the past experienced fluctuating groundwater availability, and residents have expressed concern over the potential impact of urban development on the quantity and quality of their groundwater supply. Therefore, a groundwater regime and well study will be undertaken by the developer prior to approval of the first outline plan in Rocky Ridge.

The purpose of the study will be to provide a baseline against which any subsequent changes to the condition of existing wells can be evaluated. Also, by gathering and analysing technical data prior to development commencing, potential impacts can be identified and mitigating measures employed to ensure that well water is not compromised by development. The study will be prepared in accordance with the following guidelines for the terms of reference:

Part I - Data Collection

- Describe the hydrogeology of the Rocky Ridge area, including a description of the elevation of the groundwater table, structure and depth of the aquifer(s), location of the recharge area(s), and any surface activity at both the recharge area(s) and "downstream".

- Identify any existing or expected activity adjacent to the planning area that may affect the groundwater resources in Rocky Ridge.

Part II - Study of Existing Wells

- Review existing well logs and well drillers' reports for all wells within the Rocky Ridge planning area.

- Review any other sources of information, such as historical records from Calgary Health Services, that may be pertinent to assessing the current condition of wells in the Rocky Ridge planning area.

- From the above, identify the following for each well:
  - Location
  - Depth
  - Size
  - Age
  - Structure
  - Age and capacity of pumping equipment
  - Type of casing and screen (if any)
  - Any water supply or quality problems experienced to date
  - Recharge rates (if any).

- Install observation wells, if appropriate.

- Conduct a chemical analysis of water samples from each well.

- Conduct pumping tests, where appropriate.

Part III - Data Analysis and Recommendations

- Summarize current groundwater characteristics and recharge rates.

- Identify the potential impacts, if any, of construction and subsequent development within the Rocky Ridge planning area on the groundwater regime and existing well water quantity and quality.

- Provide specific recommendations to be undertaken by the developer(s) to mitigate or ameliorate any potential impacts identified.

- Provide recommendations on the need for a future groundwater monitoring program in Rocky Ridge, to be undertaken by the developer. If the monitoring program is recommended, then specify the procedures to be employed, parameters to be monitored, frequency of readings, long-term testing, etc.

4.4 Vegetation and Wildlife

Stands of aspen and balsam poplar are scattered throughout Rocky Ridge. The rolling uplands consist largely of mixed grasslands, interspersed with pockets of high quality native grassland. Much of the grassland area has been heavily grazed, and the native grasses, as well as some stands of aspen, are experiencing stress as a result. A mix of wetland shrubs and aquatic vegetation surround the sloughs and ponds in the planning area.

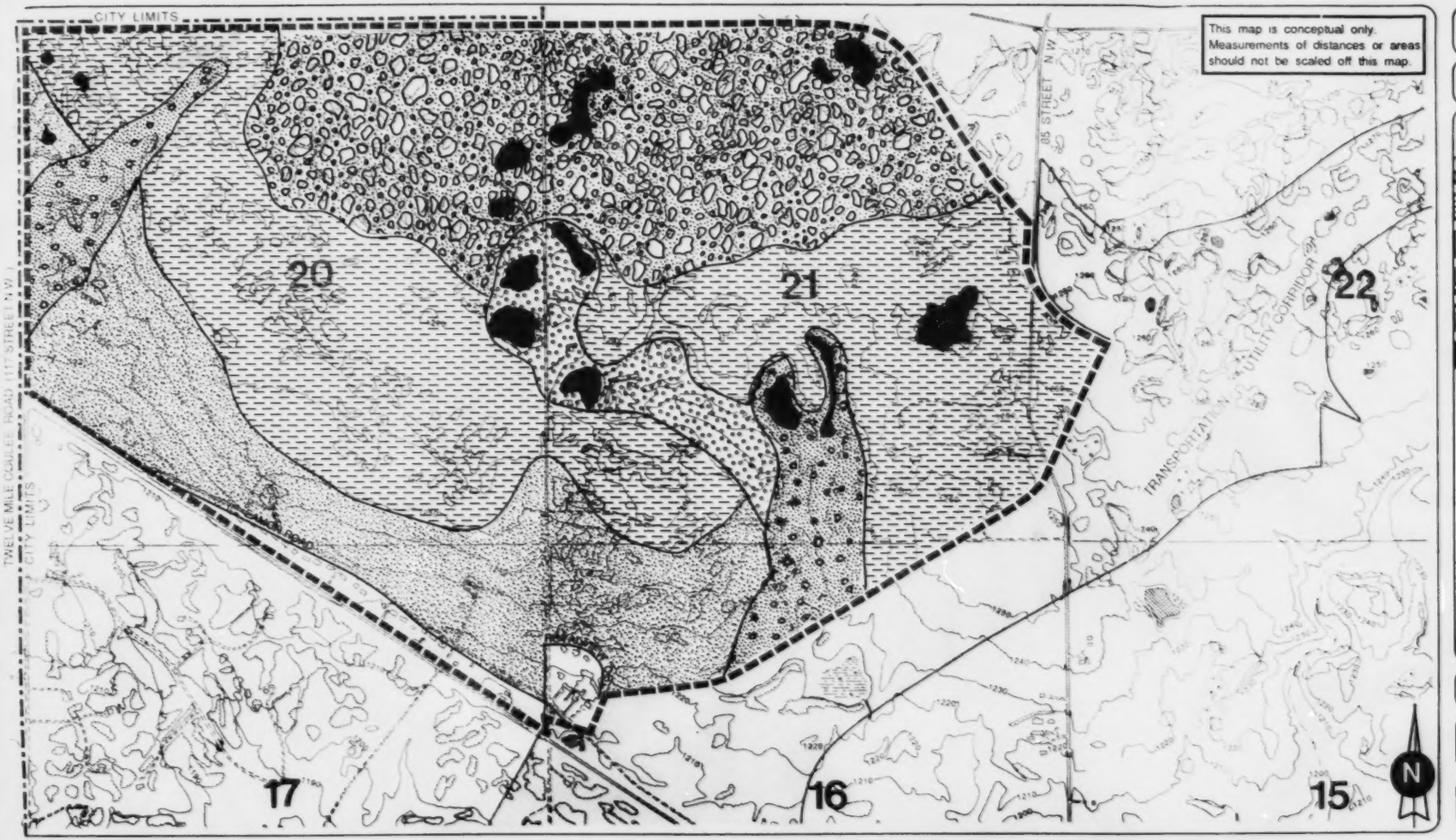
This area provides suitable habitat for deer and coyotes. Occassional sightings of long-tailed and least weasels have been reported.

The wetlands provide important habitat for migrating and residential waterfowl and shore birds. Various species of hawks and songbirds also inhabit Rocky Ridge.

4.5 Archaeological and Historical Resources

Alberta Culture and Multiculturalism recognizes the Rocky Ridge area as having a high potential for archaeological resources, and has advised the City that a Historical Resources Impact Assessment must be undertaken by land developers prior to outline plan approval. Should any sites be identified through this assessment, mitigating measures must be undertaken prior to any surface disturbance.

As no known historic sites are situated in the planning area, a Historical Resources Impact Assessment for historic period resources is not required by Alberta Cultural and Multiculturalism. However, the Archaeological Survey of Alberta (Resource Management Section) requires that any historic resources encountered during the course of development be reported to them.



ROCKY RIDGE MAP 4

NATURAL FEATURES

LEGEND

- KNOB AND KETTLE TERRAIN
- ROLLING UPLAND
- MODERATE TO STEEP SLOPES
- RAVINE / ROLLING UPLAND INTERFACE
- RAVINE
- INTERMITTANT WETLANDS
- PLANNING AREA BOUNDARY

DATE: JULY 1992

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 APPROXIMATE SCALE 400 m

5.0 CURRENT LAND OWNERSHIP AND USE

5.1 Land Ownership (Map 5)

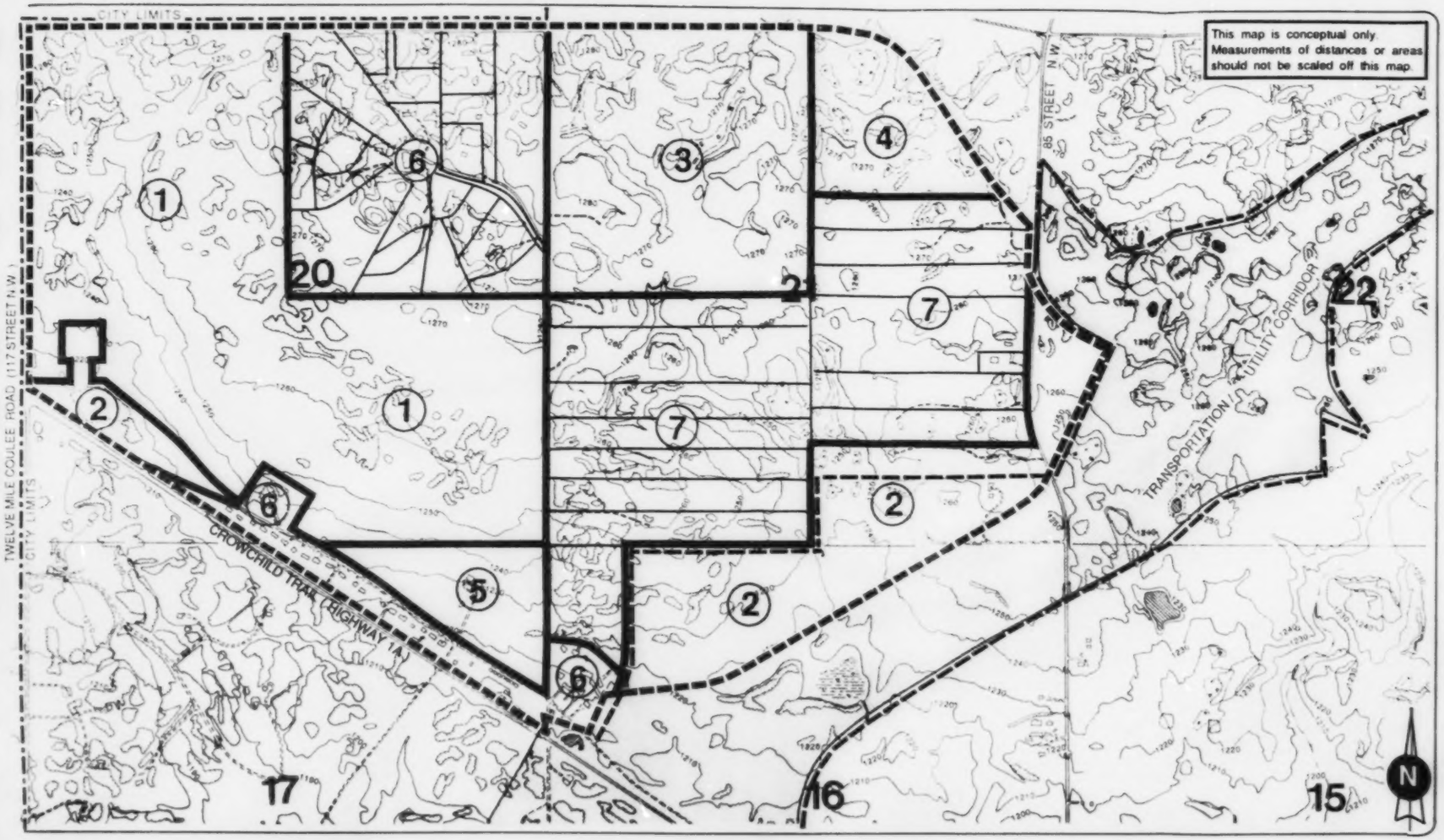
Triple Five Corporation Ltd. is the largest single landowner in Rocky Ridge, with 172 hectares (425 acres) in Section 20-25-2W5M. The next largest single landowner is the Province of Alberta with approximately 77 hectares (190 acres). Approximately 69 hectares (170 acres) of the Province's land is Restricted Development Area (RDA). The unsubdivided NW 1/4 of Section 21-25-2W5M (64.8 hectares/160 acres) is owned by P. Prall. B. Wariache owns 17 hectares (42 acres) in the NE 1/4 of Section 17-25-2W5M, while Henro Holdings Corporation owns 16 hectares (39 acres) in the extreme northeast corner of Rocky Ridge.

The remainder of the planning area has been heavily subdivided for both country residential and residential uses with minor agricultural pursuits. Parcel sizes range from 0.2 hectares (0.5 acres) along Eamon Road, to 1.6 hectares (4 acres) and 8 hectares (20 acres) in the NE 1/4 of Section 20-25-2W5M. Also, there are a variety of parcel sizes associated with the agricultural uses in the east half of the planning area, with 8 hectares (20 acres) being the minimum. In addition, the area includes various rights-of-way under title to TransAlta Utilities and the City of Calgary.

5.2 Land Use

With the exception of the country residential acreages located along Eamon Road, Royalview Crescent and in the NE 1/4 of Section 20-25-2W5M (Rocky Ridge Crescent), the remainder of Rocky Ridge was zoned under the **M.D. of Rocky View Land Use By-law** for both full range and minor agricultural uses, prior to being annexed to the City in 1989.

Most of the land has been utilized for cattle grazing, but other uses include a market garden, kennels, a tree farm and the Eamon's Cafe and Service Station.



ROCKY RIDGE | MAP 5

LAND OWNERSHIP

LEGEND

1. TRIPLE FIVE CORPORATION LTD.
2. HER MAJESTY THE QUEEN (PROVINCE OF ALBERTA)
3. P. PRALL
4. HENRO HOLDINGS CORPORATION
5. B.WARIACHE
6. COUNTRY RESIDENTIAL SUBDIVISION (MULTIPLE OWNERSHIP)
7. RESIDENTIAL/AGRICULTURAL PARCELS (MULTIPLE OWNERSHIP)

RDA BOUNDARY

PLANNING AREA BOUNDARY

DATE: JULY 1992

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0 1/4 mile
0 APPROXIMATE SCALE 400 m

6.0 PLANNING CONTEXT (MAP 6)

6.1 Calgary Restricted Development Area and Transportation/Utility Corridor

The Calgary Restricted Development Area (RDA) was established in 1976 to provide the Provincial government and other agencies an opportunity to coordinate, integrate and regulate proposed land use changes surrounding Calgary. The RDA comprises two components - the Transportation/Utility Corridor (TUC) and Environmentally Sensitive Areas (ESA's).

The TUC was established to protect the right-of-way for a "ring road" to encircle Calgary, as well as rights-of-way for provincial and municipal utilities (e.g., powerlines, pipelines, sewer trunks). The TUC boundary was refined in 1989 on the basis of recommendations contained in the **Calgary Transportation Utility Corridor Reassessment Study** prepared for Alberta Environment in 1985. The boundary of the TUC is approximately as shown in Map 6. Lands acquired by the Province which are surplus to the requirements of the TUC are included within the Rocky Ridge Area Structure Plan. These lands will eventually be disposed of and allocated to other uses. However, while these lands are still owned by the Province, Ministerial consent is required prior to any development (including the installation of utilities and services) occurring.

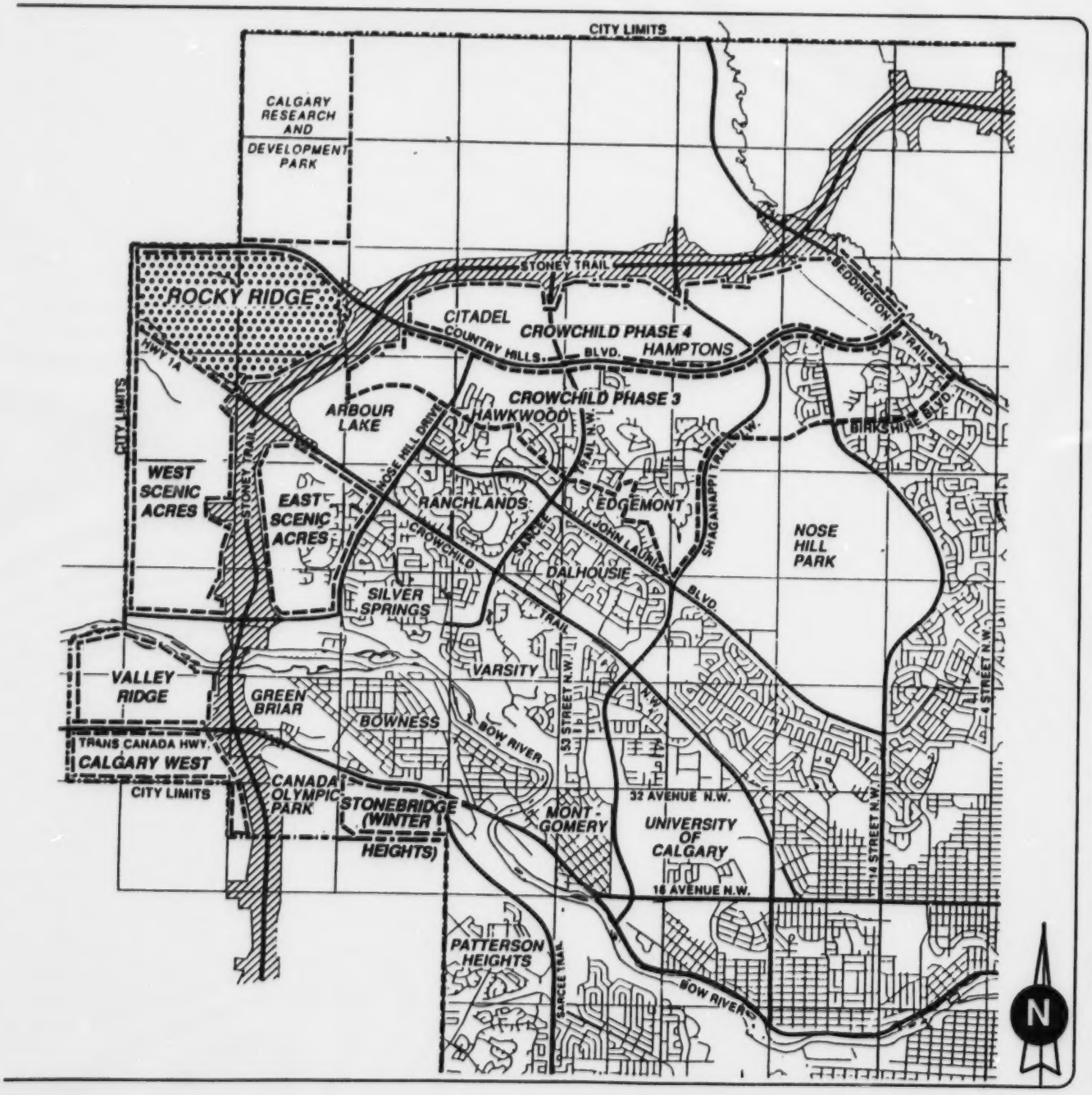
The other component of the RDA comprises a number of Environmentally Sensitive Areas (ESA's), the purpose of which is to protect environmentally sensitive features within river valley walls and bottoms. This component of the RDA does not apply to Rocky Ridge.

6.2 Calgary Regional Plan

Chapter 4, Section 10 of the **Calgary Regional Plan**, as adopted in 1984 and subsequently amended, deals with planning principles and provisions for urban development. The Rocky Ridge Area Structure Plan recognizes these principles and provisions.

6.3 Calgary General Municipal Plan

The **Calgary General Municipal Plan** (CGMP) was adopted by City Council in 1979, and has since undergone several amendments. The most recent of these (By-law 1P91) amended portions of the Plan to reflect the new city limits resulting from the 1989 annexation. Of particular relevance to the preparation of the Rocky Ridge Area Structure Plan are Figure 1 (Urban Structure), and Table 4.1.2 (Areas Considered Suitable for Area Structure Plans and Area Redevelopment Plans).



ROCKY RIDGE | MAP 6

PLANNING CONTEXT

LEGEND

- PLANNING AREA
- TRANSPORTATION / UTILITY CORRIDOR
- ASP BOUNDARIES

DATE

JULY 1992

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1.0 mile
0 1.6 km.

Figure 1 of the amended CGMP identifies Rocky Ridge as a "future residential" area. Table 4.1.2. identifies Rocky Ridge as "an area suitable for preparation of an area structure plan". Furthermore, preparation of the area structure plan has taken account of the various policies contained within the CGMP.

6.4 Policy for Environmentally Sensitive Areas

In 1979 the Calgary Planning Commission adopted **A Policy for Environmentally Sensitive Areas** (ESA's). It should be noted that ESA's within this broader context are not synonymous with ESA's as established within the Calgary RDA, although there is considerable overlap.

This policy sets out a number of objectives and criteria which guide the City's planners in their preparation of area structure plans and other land use planning policy documents. In some cases, lands which meet the criteria for protection in their natural state due to environmental sensitivity will qualify for dedication as environmental reserve (ER), in accordance with Section 98 of the **Planning Act**. This dedication is determined by Calgary Planning Commission at the time of subdivision approval, and is therefore not appropriate to define within an area structure plan.

6.5 Surface Transportation Noise Policy

City Council adopted the **Surface Transportation Noise Policy for the City of Calgary (CALTS 91)** in 1983. This policy document establishes design noise level guidelines, suggests and evaluates alternative forms of noise attenuation, and allocates responsibility for implementation of noise attenuation facilities between the City and land developers. Surface transportation facilities comprise both roadways and railways (CN/CP and LRT).

6.6 LRT-Related Land Use Policies

In the event that the city expands to the west of the current city limits at some time in the future, extension of the Northwest LRT line to Rocky Ridge may be required. The station would be located within the Crowchild Trail right-of-way, near Rocky Ridge Road.

City Council policy regarding development in the vicinity of LRT stations is generally supportive of higher density residential development (e.g., multi-family) and office employment uses, subject to compatibility with adjacent communities.[2]

---

[2] See **Calgary General Municipal Plan** Policies T.10, T.12 and T.14.

6.7 Transportation System By-law 29M90

By-law 29M90, approved by City Council in 1990 July, establishes Calgary's long-term transportation network, and provides the basis for further planning and protection of rights-of-way.

Of particular importance to this plan are the following:

(a) Crowchild Trail and Stoney Trail are designated freeways/expressways.

(b) Country Hills Boulevard is designated as a major road to Rocky Ridge Road (101 Street N.W.).

(c) Rocky Ridge Road is designated as a major road where it forms the western boundary of the Calgary Research and Development Park.

(d) The Northwest LRT is to be extended to a station located just west of Nose Hill Drive N.W. (i.e., 85 Street N.W.).

A review of Calgary's transportation plan, including the **Transportation System By-law 29M90**, is currently underway, pursuant to Council's direction of 1991 February 04.

6.8 85 Street N.W. Traffic Study

The Transportation Department completed the **85 Street N.W. Traffic Study** in 1986. The study concluded that, depending upon the population growth rate in the northwest, the upper limit of the Bowness Bridge capacity (25,000 vpd) could be reached as early as 1996. The study also concluded that when this occurs, the first phase of Stoney Trail (from the Trans Canada Highway north to Nose Hill Drive N.W.) will be needed.

In the **1990 Transportation Improvement Priority Study (TIPS) Update**, the construction of the first phase of Stoney Trail was not considered to be a high priority. However, in 1991 September City Council decided that the section of Stoney Trail between the Trans Canada Highway and Crowchild Trail (Highway 1A) be selected as the City's top priority for special additional funding from the Province for construction of transportation facilities in the Transportation/Utility Corridor.

6.9 Planning for Adjacent Areas

Map 6 identifies those areas adjacent to or near Rocky Ridge for which land use policy plans have either been approved or are presently underway.

The Calgary Research and Development Park is located northeast of Rocky Ridge, adjacent to the Calgary Correctional Centre. The **Calgary Research and Development Park Area Structure Plan** was adopted by City Council in 1983, but has not been implemented due to unfavourable economic circumstances. Nevertheless, the plan remains in effect today.

The **Crowchild Phase 4 Area Structure Plan** was also adopted by City Council in 1983, and includes the newly developing communities of the Hamptons north of Edgemont, and Citadel north of Hawkwood.

The developing residential community of Arbour Lake, located east of Rocky Ridge and the Transportation/ Utility Corridor, includes the most westerly cell of the **Crowchild Phase 3 Area Structure Plan**. This plan was adopted by City Council in 1979, and incorporates a portion of the developing Arbour Lake Community.

East Scenic Acres is located southeast of Rocky Ridge, south of Crowchild Trail. A proposed East Scenic Acres Area Structure Plan was presented to City Council in 1981, but the by-law was given only first and second readings pending construction of the first phase of Stoney Trail from the Trans Canada Highway across the Bow River to Nose Hill Drive. The plan was subsequently abandoned, but development proceeded throughout the 1980's regardless. The community has developed as a residential community, with mostly single family housing. A revised plan is now being finalized for approval by Council.

West Scenic Acres is located directly south of Rocky Ridge, south of Crowchild Trail. The **West Scenic Acres Area Structure Plan** was adopted by Council in November 1991, providing the framework for a predominantly single family residential community.

The lands to the west and northwest of Rocky Ridge are presently within the jurisdiction of the Municipal District of Rocky View. Although these lands are within the City's "urban fringe", suggesting the likelihood that they will ultimately be annexed to the city, a proposal for annexation has not yet been considered by either the City Administration or Council.

7.0 TRANSPORTATION

7.1 External Road Network

Access to Rocky Ridge is presently provided from Crowchild Trail (Highway 1A) via both Rocky Ridge Road (101 Street N.W.) and Twelve Mile Coulee Road (117 Street N.W.). At present Crowchild Trail is a two lane road where it forms the south border of Rocky Ridge. However, it is anticipated that it will be widened in 1992 to four lanes west to the city limits, and ultimately to six lanes. All land required for this widening is being acquired along the south side of the alignment, except as required on the north side for intersection improvements and future interchanges. Because the anticipated widening of Crowchild Trail will be on the south side, no noise attenuation is planned for properties abutting the north side of Crowchild Trail.

A grade-separated interchange is ultimately proposed for Crowchild Trail and Twelve Mile Coulee Road. The existing "all turns" access from Eamon Road to Crowchild Trail will be closed when Crowchild Trail is widened to four lanes, leaving only "right off" and "right on" access in the west bound direction. Ultimately, as the road network develops in Rocky Ridge, direct access to Crowchild Trail from Eamon Road will be closed.

To the east of Rocky Ridge, within the Transportation/ Utility Corridor, a right-of-way has been established for Stoney Trail, a future freeway proposed to extend from an extension of the Glenmore Trail in the south to Crowchild Trail, and across to Highway 2 to the north and northeast. Although there will be no direct access from Stoney Trail into Rocky Ridge, access will be achieved via Crowchild Trail and Country Hills Boulevard. The plan also provides for a bus-only crossing of this freeway to connect Rocky Ridge with the Arbour Lake community to the east.

To the north of Rocky Ridge the **Transportation System By-law 29M90** establishes an alignment for a westerly extension of Country Hills Boulevard to Rocky Ridge Road (101 Street N.W.). Although a right-of-way has not yet been secured west of Rocky Ridge Road, this plan shows the ultimate extension of this alignment to intersect with Twelve Mile Coulee Road, with access to Crowchild Trail via the proposed future interchange.

7.2 Internal Road Network

The ultimate internal road network within Rocky Ridge has been designed to accommodate the traffic volumes anticipated from full development of the area, and to allow ultimately for public transit (bus) service. Both Rocky Ridge Road and Twelve Mile Coulee Road will be upgraded to a four lane major standard. All widening or upgrading required for the initial phases of development will occur on the east side of Twelve Mile Coulee Road and on the south side of Country Hills Boulevard.

An internal major road loop and two other internal roads will provide access to the residential areas and to the sector shopping centre located in the northeast corner of Rocky Ridge. These roads will intersect with Country Hills Boulevard, as shown in Map 2. Some internal roads shown as major standard roads on the map may, in fact, be constructed as collector or primary collector standard roads. This will depend on the extent of development within Rocky Ridge and future development in the areas to the north and northwest. The required standards will be established through the outline plan approval process.

7.3 Public Transit Service

As indicated above, the major, primary collector and collector roads within Rocky Ridge will all be designed such that they can accommodate public transit (bus) service. However, transit service will not be provided until justified by the extent of development, subject to Calgary Transit budget priorities.

8.0 SERVICING AND UTILITIES

The alignments shown in Maps 7, 8 and 9 are conceptual only.

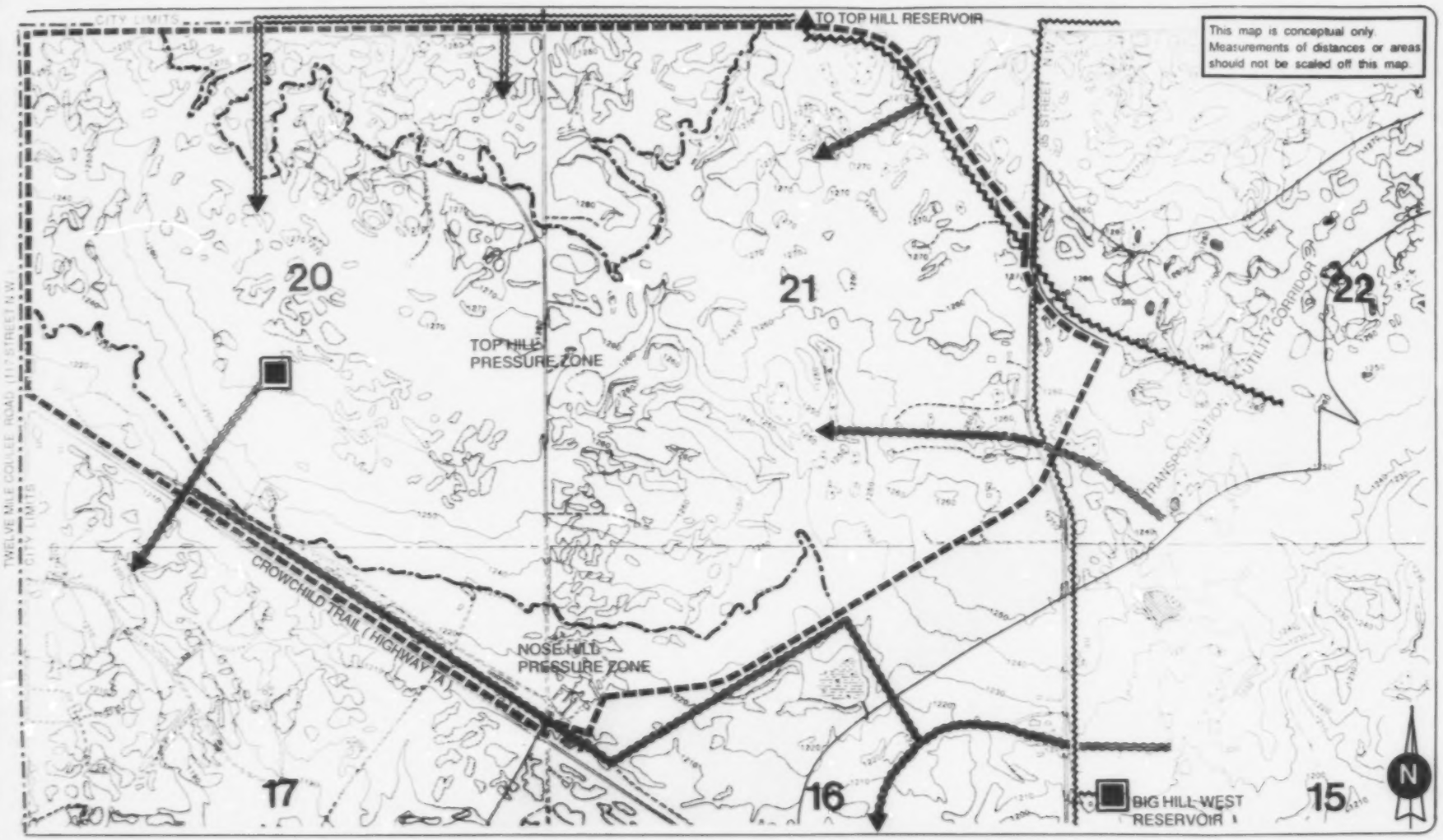
8.1 Water Supply (Map 7)

Rocky Ridge spans three water pressures zones as shown in Map 7. The southern portion of the planning area is within the Nose Hill Pressure Zone (elevations below 1,228 metres). One feed to this area will be by extending a main from the existing distribution system east of the future Stoney Trail. The other feed will come from the future distribution system in West Scenic Acres.

The majority of the planning area lies within the Top Hill Pressure Zone (between elevations 1,228 metres and 1,268 metres). Two feeds into this area will be from the existing and planned mains located east of Rocky Ridge. However, it may be difficult to obtain an alignment for these mains across the heavily subdivided portions of Rocky Ridge. Therefore, a secondary distribution main may be extended from the Top Hill Reservoir, along the alignment for the future Country Hills Boulevard, into the western portion of the planning area.

The third pressure zone (above elevation 1,268 metres and as yet unnamed), is located in the north central portion of the planning area. Water will be supplied to this area from a future pump station to be located at the Top Hill Reservoir site. The timing of construction of this pump station is uncertain at present.

Map 7 shows the conceptual location of a reservoir to serve the Nose Hill Pressure Zone. This reservoir will have a top water level of 1,260 metres, an estimated volume of 20 million litres, and will be constructed at such time as demand in the Nose Hill Pressure Zone warrants.



ROCKY RIDGE MAP 7

WATER SUPPLY

LEGEND

- 1050 mm FEEDERMAIN
- 350 mm WATERMAIN
- DISTRIBUTION WATERMAIN
- SECONDARY DISTRIBUTION WATERMAIN
- WATER RESERVOIR
- PRESSURE ZONE BOUNDARY
- PLANNING AREA BOUNDARY

DATE: JULY 1992

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 APPROXIMATE SCALE 400 m

8.2 Sanitary Sewerage (Map 8)

Rocky Ridge comprises three catchment areas. The westernmost and the central catchment areas will be serviced by the 93 Street N.W. sanitary sewer system, as shown in Map 8. These trunks will connect to the existing 1,200 millimetre North Bearspaw Trunk, located south of West Scenic Acres.

The easternmost catchment area will be serviced by extensions of the 81 Street N.W. sewer system from Arbour Lake. Two crossings of the Transportation/ Utility Corridor will be required. Conceptual alignments for these crossings are shown in Map 8.

The sanitary sewer system in Rocky Ridge will be oversized to accommodate possible future development in the Urban Fringe to the north and northwest of the planning area.

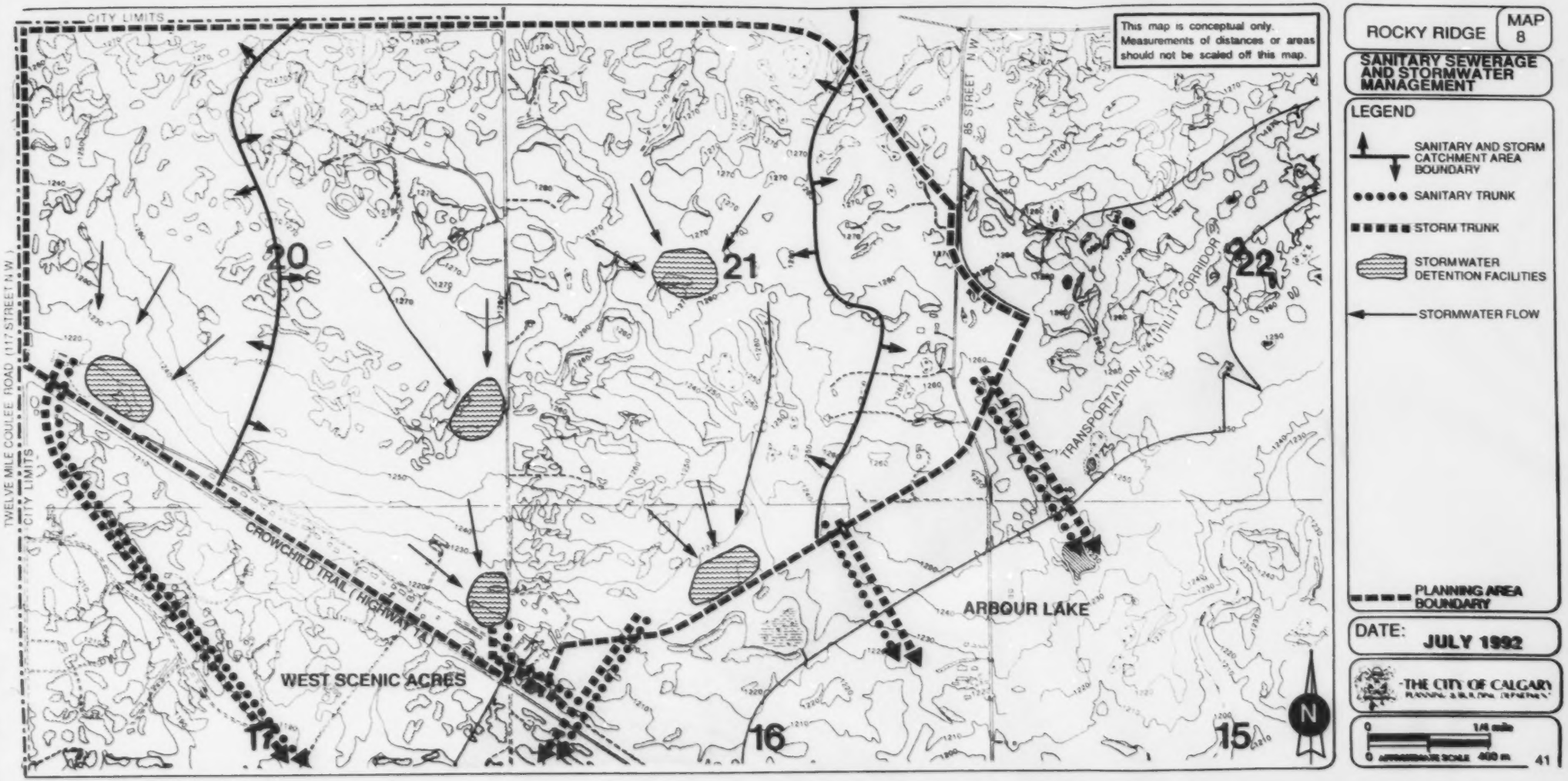
8.3 Stormwater Management (Map 8)

The westernmost and central catchment areas will be serviced by the 93 Street N.W. storm sewer system. The easternmost catchment area will be serviced by the 81 Street N.W. storm sewer system.

The Rocky Ridge storm drainage system will include stormwater storage facilities. These facilities will serve to reduce post-development runoff rates. The major overland flow system shall be designed to handle the 1:100 year flow. The flows shall be contained north of Crowchild Trail (Highway 1A) and discharged into the storm sewer system. The conceptual locations of stormwater detention facilities are shown in Map 8. Additional storage facilities may be required. The need for additional storage facilities shall be identified by the developer as part of a detailed stormwater management report to be submitted at the outline plan stage.

The storm sewer system in Rocky Ridge will be oversized to accommodate possible future development in the Urban Fringe to the north and northwest of the planning area.

Stormwater management may be required to control runoff from possible future country residential developments that are located outside the city limits, but which may drain into Rocky Ridge. Liaison with the M.D. of Rocky View will be required to implement appropriate stormwater management controls as necessary.


CITY LIMITS
TWELVE MILE COULEE ROAD (117 STREET N.W.)
CITY LIMITS
85 STREET N.W.
UTILITY CORRIDOR
TRANSPORTATION
CROWCHILD TRAIL (HIGHWAY 1A)
WEST SCENIC ACRES
ARBOUR LAKE
20
21
22
17
16
15
N
This map is conceptual only.
Measurements of distances or areas
should not be scaled off this map.
ROCKY RIDGE
MAP 8
SANITARY SEWERAGE AND STORMWATER MANAGEMENT
LEGEND
SANITARY AND STORM CATCHMENT AREA BOUNDARY
SANITARY TRUNK
STORM TRUNK
STORMWATER DETENTION FACILITIES
STORMWATER FLOW
PLANNING AREA BOUNDARY
DATE:
JULY 1992
THE CITY OF CALGARY
0
1/4 mile
0
400 m
41

8.4 Electrical Service (Map 9)

Electrical service will be provided by extending a 138 kV transmission line into Rocky Ridge via the Transportation/Utility Corridor. Also, three future 25 kV lines are shown conceptually in Map 9. These will be extensions of the existing 25 kV line located along the 85 Street N.W. right-of-way. The exact routing of these overhead lines will be determined at the outline plan stage.

The 25 kV line located along Twelve Mile Coulee Road, and the double 25kV line located along the north boundary of the planning area, currently belong to TransAlta Utilities, but will eventually be taken over by the City of Calgary Electric System. Similarly, the 69 kV line running along the northern boundary of the planning area is currently owned by TransAlta Utilities but will be turned into a 25 kV distribution line when it is taken over by the City. The 25 kV line located along Rocky Ridge Road will also remain.

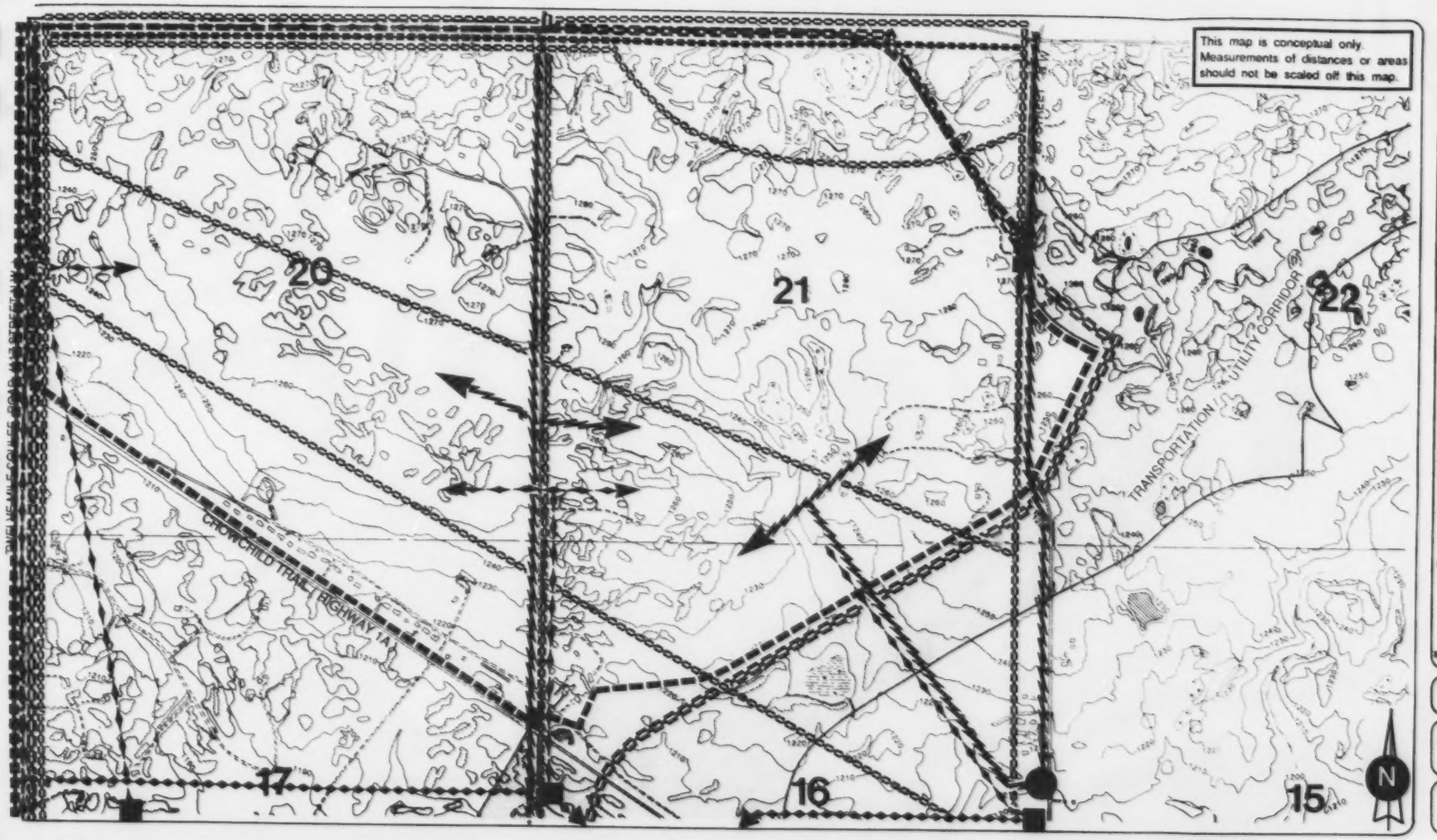
TransAlta Utilities has two 240 kV tower lines on the west side of Twelve Mile Coulee Road. One is a single circuit 240 kV line and the other is a double circuit 240 kV tower line. These lines will remain as Rocky Ridge develops.

8.5 Natural Gas (Map 9)

Natural gas service can be extended from the regulator stations to be located in West Scenic Acres, East Scenic Acres and Arbour Lake. Intermediate pressure mains will be located within easements along the various road rights-of-way within the future development.

8.6 Telephone (Map 9)

Telephone service will be provided as an extension of the underground cable from West Scenic Acres. A switching station is also proposed southeast of Rocky Ridge in Arbour Lake to service Rocky Ridge. Telephone lines will be located underground, and will follow the internal road system.



ROCKY RIDGE MAP 9

SHALLOW UTILITIES

LEGEND

ELECTRICAL

- 240 kV TRANSMISSION LINE (TRANS ALTA)
- POSSIBLE FUTURE 138 kV TRANSMISSION LINE (C.C.E.S.)
- 69 kV LINE
- 25 kV LINE

NATURAL GAS

- HIGH PRESSURE TRANSMISSION LINE
- INTERMEDIATE PRESSURE GAS LINE
- REGULATOR STATION

TELEPHONE

- BURIED CABLE
- FUTURE SWITCHING STATION
- PLANNING AREA BOUNDARY

DATE: JULY 1992

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PLANNING & BUILDING DEPARTMENT

0 1/4 mile
0 APPROXIMATE SCALE 400 m.

9.0 COMMUNITY SERVICES

9.1 Schools

Four joint use sites, as shown in Map 2, have been provided in the area structure plan for future schools in the Rocky Ridge area. Joint Use Site #1 located west of Rocky Ridge Road is intended to be of sufficient size to accommodate one 6.0 hectare (15 acre) public elementary/junior high school and one 3.6 hectare (9 acre) separate elementary school. Joint Use Site #2, east of Rocky Ridge Road, will be of sufficient size to accommodate one 4.8 hectare (12 acre) public junior high school and one 4.8 hectare (12 acre) separate elementary and junior high school. Joint Use Sites #3 and #4 will each be of sufficient size to accommodate a 4.0 hectare (10 acre) public elementary school.

The above are the current projected requirements upon which the joint use site needs have been determined. However, these do not represent a commitment to construct the schools. The timing and construction of the schools will be based on student population growth and budgetary priorities, and have yet to be determined by either the public or separate school boards. In the meantime, students from Rocky Ridge will be bussed to schools in other areas at the discretion of the respective boards.

9.2 Community and Recreation Facilities

The joint use sites will also accommodate community recreation facilities, which may include playfields, playgrounds and other suitable recreation amenities. Joint Use Sites #1 and #2, as shown in Map 2, are both possible locations for future community centres.

Neighbourhood parks and tot lots may be located on smaller reserve parcels, to be distributed throughout the community.

Provision will be made for regional pathways to be constructed in Rocky Ridge, generally as shown in Map 2. Additional local pathways may be required to link neighbourhood parks with the regional pathways.

9.3 Police Service

Police protection will be provided initially to Rocky Ridge from the Police District #3 office, located at 4303 - 14 Street N.W. A new district facility will ultimately be required for the northwest, and potential locations will be evaluated as the northwest sector develops.

9.4 Fire Protection and Emergency Medical Service

Both fire protection and emergency medical service will be provided initially from either Station #21, located at 209 Silvergrove Drive N.W., or from Station #28, located at 7925 Edgemont Boulevard N.W. A new district office will ultimately be required in northwest Calgary, but the location has yet to be determined, and timing will depend on budgetary approval.

9.5 Public Health Service

The Ranchlands district office of Calgary Health Services, located at 1829 Ranchlands Boulevard N.W. (Ranchlands Shopping Centre), will provide public health services to the Rocky Ridge area. The nearest hospital is the Foothills Hospital, approximately 11 kilometres (7 miles) away. No other health service office or hospital has been proposed for northwest Calgary.

9.6 Social Services

Rocky Ridge will be provided with municipal social services from the City of Calgary Social Services Department's Bowmont Area Office, located at 5000 Bowness Road N.W. Provincial social services will be provided from Alberta Family and Social Services Foothills District Office, located at 1240 Kensington Road N.W. Another municipal area office will eventually be required to serve the needs of Calgary's northwest communities, including Rocky Ridge. However, potential locations have yet to be determined.

9.7 Library Service

The Calgary Public Library has completed an evaluation of city-wide needs for library branches, particularly in growth areas. This evaluation, entitled **Planning Process for New Facilities**, places a new library at the intersection of Crowchild Trail and Nose Hill Drive N.W. as second priority. However, no time frame for land acquisition has been established. In the meantime, the nearest library branch is located at 7930 Bowness Road N.W. Another branch servicing the northwest sector is located at 1530 Northmount Drive N.W.